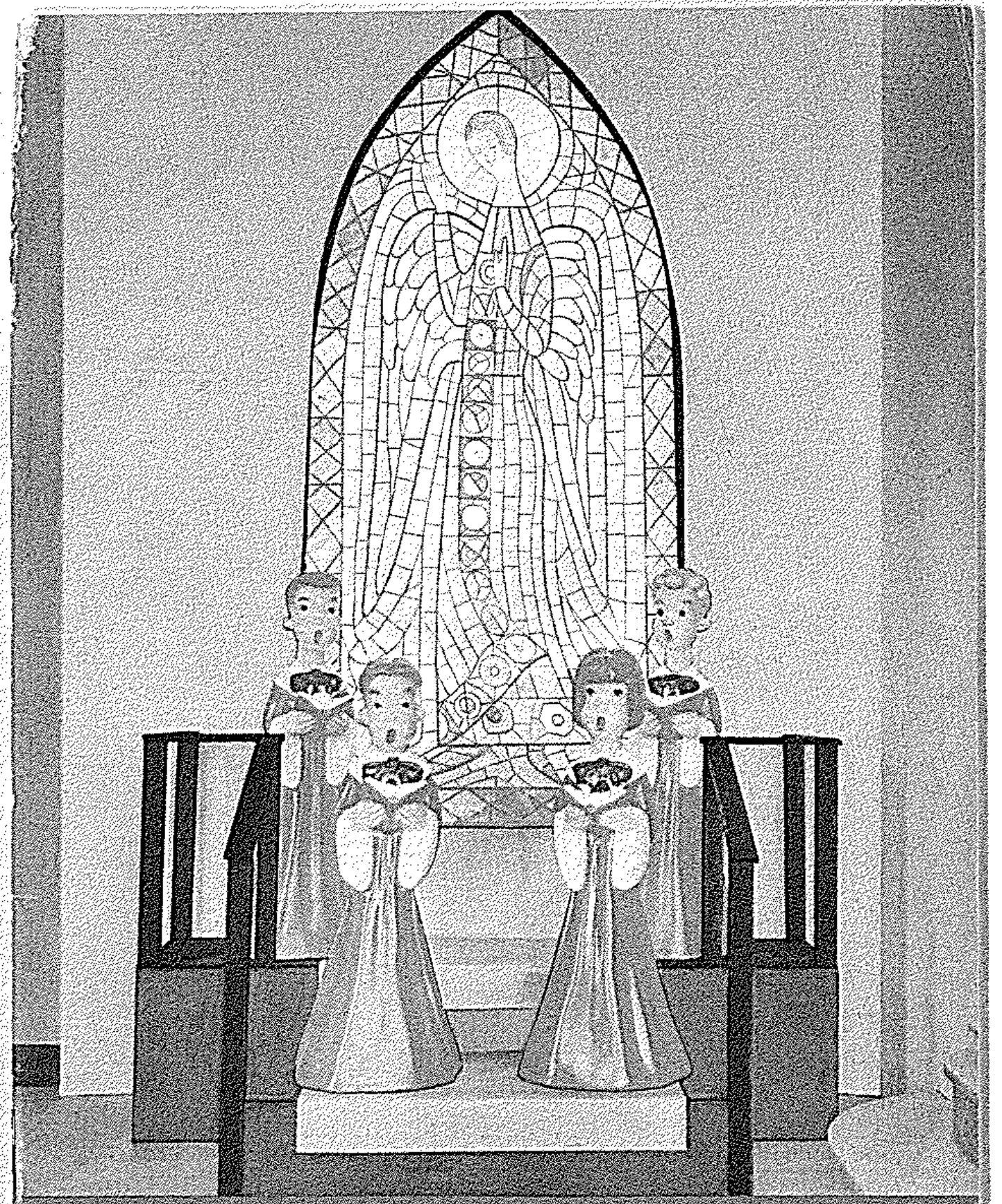
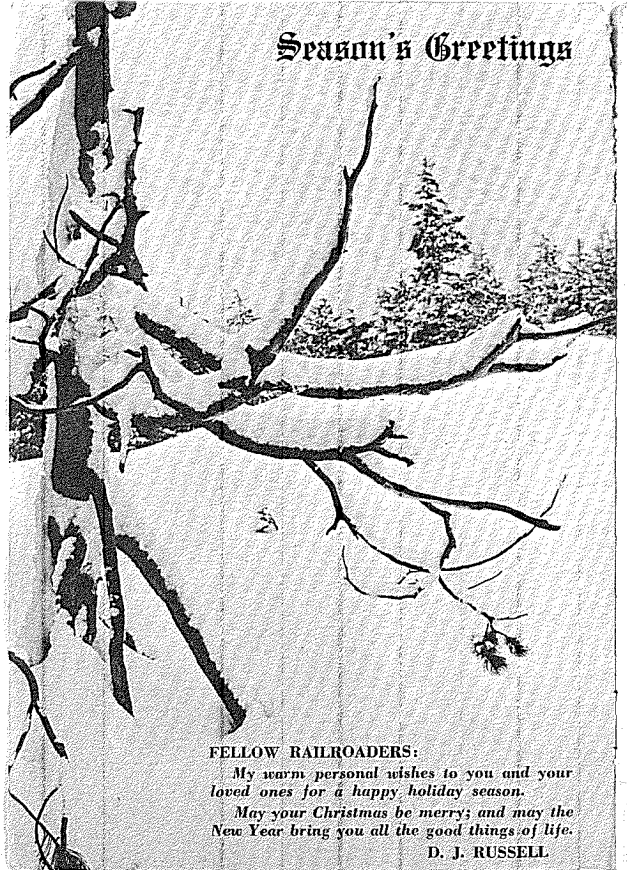


THE Southern Pacific *Bulletin*

DECEMBER 1960



FELLOW RAILROADERS:

My warm personal wishes to you and your loved ones for a happy holiday season.

May your Christmas be merry; and may the New Year bring you all the good things of life.

D. J. RUSSELL

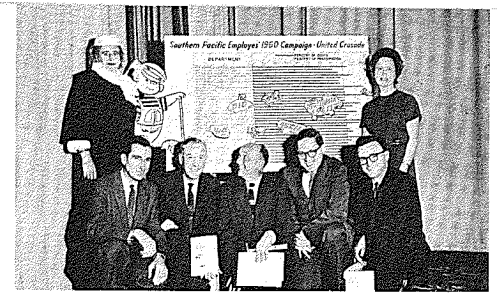
SP-WP Co-ordination Would Strengthen Railroad Jobs

SOUTHERN PACIFIC people have a very direct interest in the SP proposal for control of Western Pacific. The proposal offers the surest means of getting back to the rails the additional traffic needed to support jobs for railroad employes.

Reproduced on pages 17 through 22 of this issue of the *Bulletin* is the text of a pamphlet, including map, which explains why the SP proposal would best serve the public interest in terms of better service and in terms of cost reductions which would keep rates at a reasonable level. This pamphlet is now being given wide circulation to shippers, receivers and the general public.

The interest of employes centers in the fact that the railroads' chief competitors for traffic today are the highway carriers, especially the fast-growing number of truckers operating outside regulations. More and more rail traffic has been lost to the trucks as steadily mounting railroad costs have required successive rail rate increases. This has had a direct effect on railroad employment.

Southern Pacific's proposal would open the way for major cost reductions for both SP and WP, through use of portions of each other's lines where mileage and running times could be cut. At the same time the proposal would maintain the separate entities of both companies and all of their present routes, services and traffic arrangements.



Southern Pacific's campaign committee of the United Bay Area Crusade included (l-r) Mary Carey, Cliff Kendall, Al Hanna, Bill Michalek, committee chairman; Bob Sederholm, Bob Ehm and Sue Weiler.

First Results In On United Fund Campaigns

RAILROADERS HAVE always been known for their generosity and warmth of heart. As evidence, William J. Michalek of the Accounting Department at San Francisco, points out that Southern Pacific people again this year are contributing their fair share to united fund drives in their communities.

Michalek, who is serving as coordinator for SP drives throughout the system, reports that even though at this writing drives have not been completed at all points along the SP system, figures thus far indicate that individual contributions this year may exceed those of last year.

For example, employes of the General Office have gone over their quota for 1960. They have contributed a total of $54,233—which is 104% of the quota set for them. Broken down into departments, the contributions were as follows: Executive $5,729; Accounting $13,239; Operating $14,627; Freight Traffic $6,607; Passenger Traffic-Public Relations $4,217; Law $4,726; Treasury $1,444; Purchasing and Stores $2,111; Real Estate $588; Land $945.

Other final results reported are:

Pacific Motor Trucking Company, San Francisco Bay Area, $6,493; SP Hospital Department, San Francisco, $2,728; Northwestern Pacific Railroad $1,122; San Jose $5,886; Tracy $1,022; Reno-Sparks $2,286; Ogden-Weber County $8,010; Salt Lake City $153; Klamath Falls $2,850; Houston-Harris County $74,828.

Christmas Harvest In SP's Forests

SOON AFTER the first cold weather hits the high Sierra and the rugged Cascade mountains, Southern Pacific foresters team up on "Operation Christmas Tree."

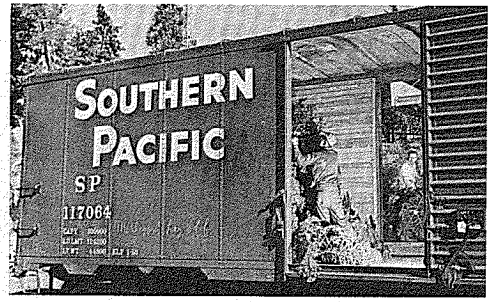
Harvesting yuletide trees on SP's forestlands in the Tahoe and Shasta Districts is a fast-paced operation. It has to be. The men are in a constant race with the elements. When the snow gets deep, Christmas tree harvesting must cease for another year.

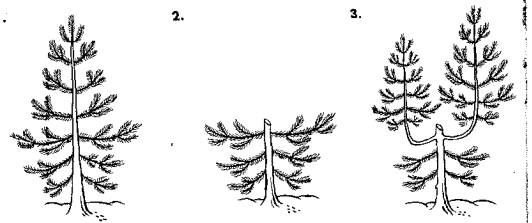


Harvesting the trees before the big snows hit the Sierra requires fast work.

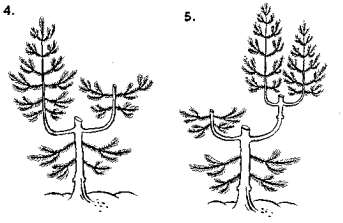
With the weather on their side our foresters usually wind up the harvest by Thanksgiving. This

CHRISTMAS TREES BEING LOADED INTO AN SP FREIGHT CAR AT COLFAX





The drawings above illustrate the stump culture method of Christmas tree farming. No. 1 shows the tree before any cut has been made; No. 2 shows tree after first cut, which produced a 5 to 6 foot quality tree; No. 3 shows how, in 3 to 5 years, the upper pair of branches, deliberately left on stump, have grown upward to form two new trees. In No. 4, one of the new trees has been harvested, leaving the other tree to grow and develop without competition; No. 5 (8 to 12 years after first cut) shows that a third tree has been cut from the original stump and two new



trees have formed following the second cut. Experience to date is too indefinite to determine how long this procedure can continue with any given tree or stump. The vigor of the original stump and any damage which might occur to it, as well as height from ground which could make harvesting difficult, might lead a forester to give up on this stump and start using the stump culture method of production on an adjacent tree.

year about 30,000 trees, mostly silver tips, were cut in the Tahoe and Shasta Districts.

During the holiday season, two-thirds of the homes across our nation enjoy Christmas trees. Just when the tradition started no one knows, but according to legend it all began back in the ninth century when the good Saint Winifred traveled about Northern Germany preaching Christianity. One Christmas Eve he came upon a group of people gathering around a huge oak tree to offer human sacrifice to their pagan gods.

Saint Winifred hewed down the great oak, and as it fell, a tall young fir appeared in its place. The appearance of the tree was hailed far and wide as a miracle, and from that day on it became the custom of German families to gather around a tall evergreen on Christmas Eve.

Hessian soldiers brought the first Christmas tree to America. But the custom of lighting trees in public places originated here. Today, the United States has a

Louis Frandsen (left), manager of SP's Land Department, and Leon Sanford look over cut trees in the Tahoe District.



national Christmas Tree, designated by the Department of the Interior. It is 267 feet high and is located in General Grant National Park near Fresno.

Some 180 miles north of Fresno is the site where SP Tahoe District Forester Leon Sanford and his crew supervised the harvesting of around 15,000 Christmas trees between mid-October and Thanksgiving. In the Shasta District, where Dick Sias is our district forester, approximately the same number of trees were sold standing, with the buyer doing the harvesting.

When a sale of standing trees is made, the contract states just which type of tree can be cut, how many can be harvested in a certain area and other stipulations which are necessary to maintain SP's forest conservation program.

Producing Christmas trees is not just a seasonal operation. Although some pruning is done during the harvest, when greens can be sold for decorations, the majority is done during the summer, when deformed branches are cut off and trees are pruned to develop a better shape. Also trees must be thinned out so the remaining ones will have sufficient room and adequate sunlight for proper growth. The more sun the silver tips get the bluer and more attractive they become.

In its Christmas tree farming, Southern Pacific practices stump culture, which provides a continuous yield of salable trees. This method is described in the caption and drawings above.

After the Christmas trees are cut they are placed in cold storage until time for shipment to markets throughout the country.



CAMERAMAN LONGO PREPARES TO FILM BOB WONG ON THE JOB AT SP.

Southern Pacific Family To Be On National Television

EARLY NEXT YEAR, Bob Wong, Coast Division assistant engineer, and his family will be going into the living rooms of millions of American homes via television.

Jackit Productions of Hollywood is producing a television series called "CameraCade" for national syndication. For one of their series they wanted to do a documentary film depicting the life of a modern Chinese family living in San Francisco's Chinatown.

To select a typical family they contacted church and civic leaders in Chinatown, who concurred that the family of SP's Bob Wong was ideal for the documentary.

Bob, his wife Anna and their four children, Corey 2, Joni 6, Gayle 8, and Carey 11, live just a few blocks from Grant Avenue, the main street of San Francisco's colorful Chinatown.

Bob, who has been with SP since 1944, is active in church and boy scout work.

Born in Sacramento, Bob, now 35, moved to San Francisco when he was a young boy. Both his parents were born in San Francisco. His grandparents were from Canton, China. He has learned to speak Chinese fluently and his older children have a class in the language at St. Mary's School.

When Bob was first contacted by Jackit Productions he talked it over with his wife and they readily agreed to take part in the project. "We felt the film would give people throughout the United States a better understanding of San Francisco's modern Chinese community," he said.

For over a week recently Jackit's Production Manager Bob Palmer and Cameraman Joe Longo of Hollywood became a part of the Wong family. They took scenes of the family at home and at church, of the children at school, of a family dinner at a Chinatown restaurant and scenes of Bob at his Southern Pacific job.

A special feature of the film will be the spectacular parade of the dragon, traditional high point of the Double Ten Day celebration held in Chinatown to mark the anniversary of Sun Yat-sen's uprising that led to the overthrow of the Manchu dynasty. Bob's young daughters appeared in the parade as members of the famed St. Mary's Chinese Girls' Drum Corps.

OUR COVER

THE IMAGINATIVE display of choir singers was placed in the General Office lobby last holiday season by members of the SP Club. Joe Carlomagno and Ron Burr painted the stained glass window design in the rear. Music for the display was furnished by the SP Glee Club, who taped Christmas songs for the occasion.



J. E. ECHOLS

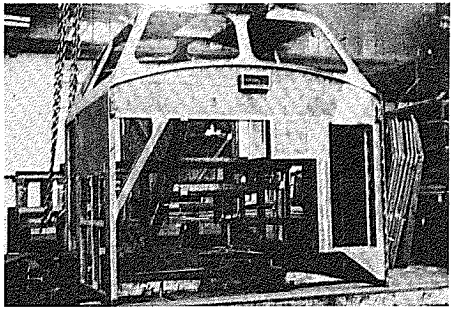
Treasurer Echols Retires at Houston

J. E. ECHOLS, treasurer of Southern Pacific lines in Texas and Louisiana, will have completed 48 years of service with the company when he retires December 31. He has been treasurer at Houston since 1953.

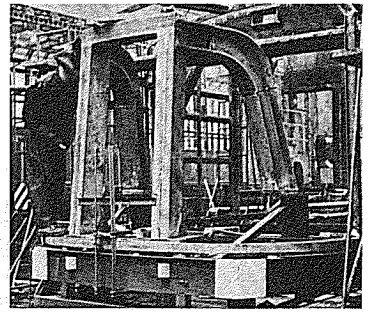
A native of Birmingham, Alabama, Echols joined Southern Pacific as a junior clerk in the Accounting Department when he was 16 years old. He advanced in the ensuing years to secretary to the treasurer, cash abstracts worker, assistant cashier and cashier. He received his BBA degree from South Texas School of Commerce in 1937, and was named assistant to the treasurer in 1944, and assistant treasurer in 1950.

Echols is also treasurer of four wholly owned Southern Pacific Company subsidiaries.

Work Progressing On German Diesels



Shown above is the front end and cab structure under construction.

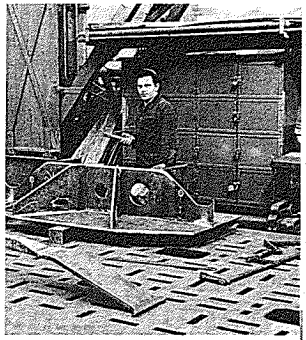


At the Munich plant a shopman works on fabricating the reinforcing structure, which will be used in the nose of the locomotive.

WORK ON the construction of SP's three experimental 4,000-HP diesel-hydraulics at Munich, Germany, is taking shape, according to reports from Frank Kurz, assistant manager of research and development, San Francisco.

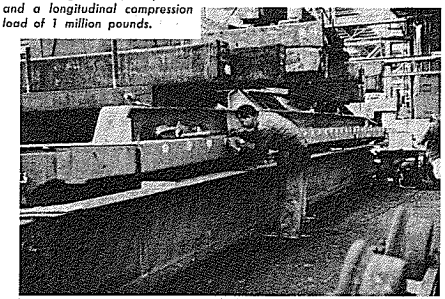
Kurz, who went to Munich in August, is serving as Southern Pacific's resident inspector at the Krauss-Maffei plant.

The diesels, which are scheduled for completion next year, will be tested by SP under a variety of operating conditions. If the tests are successful it is understood that similar units could be produced in this country by US manufacturers.



Above, a worker at Krauss-Maffei is shown fabricating a detail of the truck frame.

Below, the deflection of main frame is measured under a vertical loading of 165,000 pounds and a longitudinal compression load of 1 million pounds.



The Lengthening Shadow...

WITHIN JUST forty years, international communism has seized control of approximately one-quarter of the world, and now boasts of its domination over almost a billion people.

Its goal is eventual world domination. Its methods are any tactics—legal or illegal, moral or immoral, open or clandestine. Its agents are the 36 million members of the communist parties now operating in 86 nations throughout the world.

These disturbing facts are pointed out by J. Edgar Hoover, Director of the Federal Bureau of Investigation.

Thinking Americans are deeply concerned with this worsening situation.

In another ten years, Moscow could wrest from America many of our remaining allies, overseas military bases, foreign investments, and our access to raw materials and markets—all without fighting a major war.

Lenin's "strategy of encirclement" is being fulfilled to the letter—and *ahead* of schedule.

What can we Americans do to combat this lengthening shadow?

In recent issues of the BULLETIN, Paul Garin told you something about Russia's railroads. As he pointed out, their railroads are not up to our standard—yet. But they are growing. They are getting better all the time.

Right now we have the top railroads in the world. It's up to each of us to keep them that way. By so simple a thing as doing our best on our job every day we are helping to fight communism. Only by constantly improving our railroads can we keep them ahead of Russia's. We cannot afford to lag behind. A chain is no stronger than its weakest link.

As citizens, we can learn more about our own country; our proud history, traditions, and heritage. But it is not enough to learn. We should put our knowledge to use. Communism flourishes in a vacuum. We should become active in our communities—in politics, civic improvements or whatever. Freedom is not "free"—we've got to work for it.

At the same time, it is the duty of each of us to acquaint ourselves with the true nature and tactics of communists; so that we'll know what they are about.

Inasmuch as the Federal Bureau of Investigation has been charged with the protection of the internal security of our country, any information you may have of communist activities in your community should be referred to the nearest office of the FBI.

We must attack bigotry and prejudice wherever they appear; justice for *all* is the bulwark of democracy.

We believe that the dignity of each human being must be respected; therefore, communism and individual rights cannot co-exist.

Think upon it. Our apathy and indifference toward communism can be fatal when national survival is at stake.

—The Editors

SP Crews Start Tree On Way to U. S. Capital

This year Southern Pacific crews at Springfield, Oregon, had a hand in getting the "nation's Christmas tree" to Washington, D.C. They started the 90-foot Douglas fir tree (pictured at right) on its cross country trip aboard two flatcars.

The tree, selected by State of Oregon foresters from a number of entries, came from Georgia-Pacific Corporation timberlands near Springfield. It will be the center of attention when President Eisenhower lights the official tree for the Christmas Pageant of Peace, dedicated to the hope for peace throughout the world.



Dr. Vance M. Strange, chief surgeon of the Southern Pacific Hospital Department, has been elected president of the Tulane Alumni Association. The association is composed of 30,000 graduates of Tulane University throughout the 50 states and 25 foreign countries. Dr. Strange joined SP as an interne following his graduation from Tulane in 1934. He became chief surgeon in 1957.

MILEPOST 65

In this, the second in our series on pre-retirement planning we continue the discussion on health, and then take up another important phase of planning: Your activities.

Diet

A man of eighty doesn't need any food that's different from the food of a man of forty or a youth of twenty. But a balanced diet is particularly important in the later years.

Here's where some of us get into trouble. Many of us older folk avoid certain foods, either because we find them hard to chew or because we have acquired a settled dislike for them. Often the result is a vitamin deficiency.

Vitamin pills may help. But your best bet is to make sure you get plenty of milk, fruits, fruit juices, leafy vegetables and lean meat.



How much you eat is something else again. One of the most obvious facts of life is that many of us tend to put on extra poundage as we grow older.

Do you recall how much you weighed when you were a carefree young whippersnapper of twenty-five? Insurance studies suggest that your health will be best if you manage to stay fairly close to that weight range of long ago.

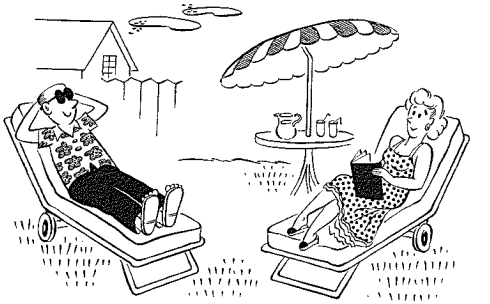
That's easier said than done, of course. But you can get your weight down by sticking to your doctor's carefully personalized dietary program.

Rest

We are all apt to be amazed at the way we wake up earlier and earlier as the years go by. We find ourselves arising cheerfully at the once unhallowed hour of five. To us, the day seems half over by eight; and we can't understand why our friends seem so annoyed when we telephone at that hour for a sociable chat.

At times, too, we're wide awake in the middle of the night.

This is nothing to worry about. It's natural. After all, you aren't as active as you used to be; your body can be more leisurely about repairing and growing your tissues. Therefore you don't need as much sleep.



It must be said that sleep means far more than rest to certain unfortunate souls. To them, sleep is an escape, a symbol of relief from consciousness, just as excessive play or work is an escape to others.

For this reason insomnia is a trial to anyone who has difficulty facing himself, his thoughts or his problems. The best solution is not the nightly dose of sleeping pills, but new interests and activities.

Most of you can profit from your extra minutes of wakefulness. You can list plans for the morrow, pen a letter or two, or harken to the pre-dawn radio station. If you really want to go to sleep, try writing a chapter of your life's story!

Mental State

We'll have more to say about your psychological side in a future section. Here we need only remind you that frustrations and worry can affect your health in a very real sense. Chronic stomach ulcers, for one thing, are caused mainly by anxieties.

The big fact to realize about worry is its utter uselessness. If you can do something constructive about a problem, by all means do it. If you can't, then try to accept the situation philosophically.

Safety

Of the ten million Americans who are hurt in accidents each year, a high proportion are elderly persons. This is especially unfortunate because the injuries of the aged take longer to heal.

Most accidents, as you know, aren't really accidents at all. They're on the books only because somebody has been careless.

That being so, you can plan to keep out of accidents with at least a reasonable hope of success. Your aim should be to correct or avoid

sets of circumstances which you know may very well lead to disaster. For example, you should nail down that loose board on your front porch. And, while you're at it, watch your thumb!

So much, then, for your physical welfare.

Next, you'll find a number of suggestions dealing with your attitudes and your activities, as important to your contentment as your bodily health.

YOUR ATTITUDE

Who's Afraid of Growing Old?

. . . nearly everyone.

Fear of growing old is one of the most common of all human anxieties. You might think this is something you can't do anything about so why not just forget it. On the contrary, you can lick most any fear once you figure out just what it is you are afraid of.

One reason for the fear of aging is the way youth is glorified in this country. For instance, did you ever see a girdle modeled by a woman who really needed one?

To most of us retirement is going to mean a lower income. It could even mean leaving the home or community in which we live. We've got to face these problems if we are going to conquer the fear and find contentment during retirement.

Instead of fearing old age, try in the coming years to develop an attitude of welcoming what it can bring—the wisdom and leisure, not to mention the opportunity to be a little more outspoken than caution would ever allow before.

During early years, our life was



centered around school, courtship, marriage and children. Naturally we can't expect our remaining years to be as jam packed with happenings as the early ones. But with some careful planning, and finding new interests to take the place of those no longer occupying our time, we can enjoy life just as much, maybe even more, than when we were younger.

In our mental adjustment we've got to realize too that our children probably won't act toward us as we did toward our parents. It's not that they are any less loving but, as we all know, time changes all things. Reverence for age as such just doesn't exist much anymore.

Don't be ashamed of unemployment. You've earned your leisure years and remember there is a certain amount of dignity in saying, "I'm retired." Realize that your importance lies in what you are as a person and not in what you own or whom you can impress.

(To be continued next month)

Western Pacific Control

Why Southern Pacific's Proposal Best Serves the Public Interest

On page 3 we pointed out how the jobs of railroad employes could be strengthened by SP-WP co-ordination.

On the following five pages are reproduced the text and map of a pamphlet being given wide distribution among shippers, communities and the general public.

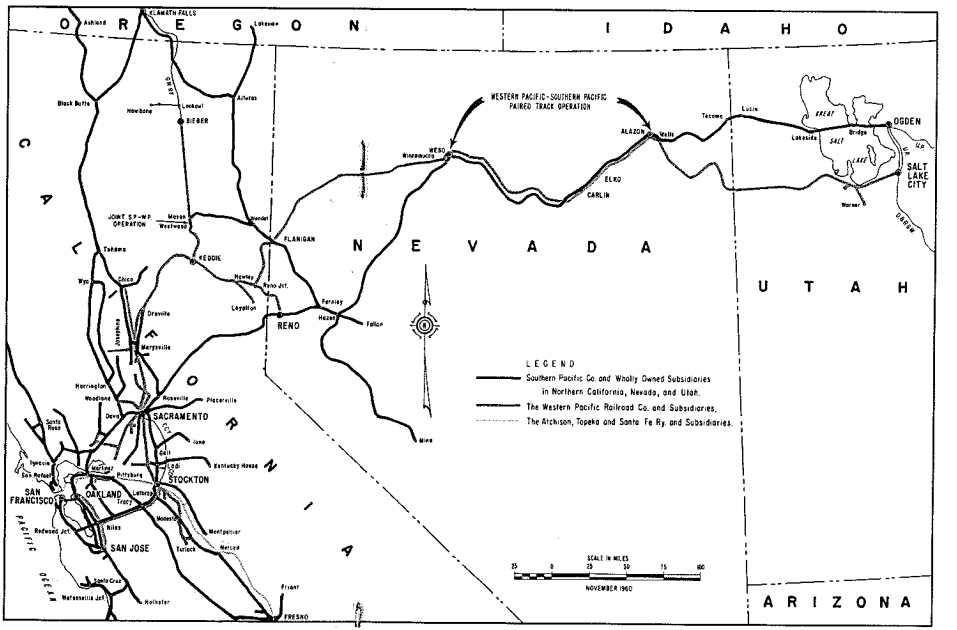
CO-ORDINATION WOULD CUT COSTS

The map shows how Southern Pacific and Western Pacific lines run parallel and interweave from the San Francisco Bay Area east into Utah and from Stockton up into northern California. Both lines serve many of the same communities. Co-ordination of the services of the two roads provides a natural opportunity for increased efficiency of both, through joint use of trackage and facilities. Presently the shippers, the communities served by both railroads, and ultimately the general public are paying the substantial cost of lack of this close co-ordination.

CO-ORDINATION WOULD IMPROVE SERVICE

Examples: SP trains to and from the Pacific Northwest would save 53 miles and 2½ hours in running time by using the WP line between Flanigan and Weso, Nevada, instead of the SP line via Fernley. WP's freight trains to and from the San Francisco Bay Area would save 45 miles and two hours in running time by using the SP line between Sacramento and Oakland. Handling of freight car movements on an exchange basis would help balance the traffic flow, improve distribution of freight cars for loading, and result in better service as well as substantial economies for both roads.

This map shows why only SP and WP can co-ordinate their operations to produce major public benefits



ONLY SP's PROPOSAL OFFERS THESE ADVANTAGES

The economies and service improvements offered by SP-WP co-ordination are based on the fact that their lines parallel and serve common points. No other combination of railroads provides such opportunities. Santa Fe's control of WP would produce only a major extension of Santa Fe's service territory, and no improvement in the efficiency and economy of rail service in the area. Santa Fe does not parallel WP; it joins it end-to-end. Santa Fe's interest lies chiefly in extending its influence into territory already adequately served, with no compensating benefit to shippers, communities or the public.

Why is Control Necessary for Co-ordination?

Under SP control of WP, the two roads would continue as separate entities and they would continue to compete for traffic. But only through control can there be effected the full and complete co-ordination of operating facilities which will provide enduring and continuing major economies to both roads and maximum service improvement to the public. Without control, considerations of pride and short range self-interest will continue inevitably to obscure opportunities for improved efficiency and economy, to the detriment of the public interest.

How Would Shippers and Communities Benefit?

Co-ordination of SP-WP operations would provide faster service over the lines of both railroads. It would speed up service to switching areas. It would promote greater use of the more efficient facilities of each company. It would keep freight rates at lowest possible levels by reducing railroad operating costs. It would place both roads in stronger position to move forward with their service and equipment improvement programs. There would be opportunities to ease vehicular traffic problems in various communities by removal of main-line operations from their principal streets.

WP Service Features Would be Maintained

WP, as a separate entity, operating under its own management, would continue to compete with SP for traffic. For example, its own management would continue, as it now does, such activities for traffic development as rate making, traffic solicitation, location of new industries, and maintenance of freight and passenger service. It would maintain all interchange points, gateways, routes, and traffic arrangements, including preservation and development of its present route to and from the Pacific Northwest via Bieber and the overland route via Salt Lake City.

Employe Relations

Within a separately operated company, employes of the Western Pacific would continue under their present working conditions and agreements. All of the benefits now enjoyed by the employes of Western Pacific would be continued.

Competitive Transportation

The transportation situation today is completely different from what it was fifty years ago. The railroads' chief sources of competition are no longer the railroads themselves, but other modes of transportation. Under the proposal, both SP and WP would continue to serve their customers, and aggressively seek traffic against all competition. It is the ability of both SP and WP to compete for traffic which will be increased under the proposed transaction, and this means better rail service in the West.

AN OPEN LETTER

To Shippers, Communities and the General Public Served by Southern Pacific and Western Pacific:

The continuing rapid growth of the West calls for the best and most efficient rail service it is possible to provide. To be the best, it must also be the most efficient. The public interest inevitably suffers whenever waste and inefficiency are allowed to persist in the railroads that serve our communities. The shipper, the receiver, the traveler, and ultimately the entire public pay the cost of such inefficiency, both in terms of freight rates and in terms of service improvements that could otherwise be provided by the railroads involved.

One of the greatest challenges faced by the separate managements of American railroads today is to find effective ways of co-ordinating the operations of their facilities, particularly where two roads run virtually side by side, serving the same communities. In such cases tremendous savings are possible, through co-ordinated use of trackage

and other facilities. Out of these savings will come better transportation values in terms of rates and service improvements.

Southern Pacific's application, now on file with the Interstate Commerce Commission, for control of Western Pacific through ownership of capital stock, is directed at achieving economies which will strengthen the ability of both railroads to carry forward the programs of improvement which this growing western region requires and to which it is entitled.

Southern Pacific and Western Pacific are unique, not only in the fact that their lines parallel and serve many of the same communities in northern California and east to Utah, but in the fact that both are headquartered in the far West. Their histories and traditions have been bound up in the development of this western empire, and together they can make an even greater contribution to its progress.

D. J. RUSSELL, President
Southern Pacific Company

PAMPHLETS AVAILABLE

A pamphlet containing all the information you have just read concerning proposed control of Western Pacific by Southern Pacific is available to those of you who request it.

The pamphlet, titled, "Western Pacific Control — Why Southern Pacific's Proposal Best Serves the Public Interest," includes a fold-out map similar to the one shown on pages 18 and 19. It can be obtained from shop or division superintendents' offices, or from the SP BULLETIN, 65 Market Street, San Francisco (telephone 21107).

You may wish to request extra copies to pass along to your friends.

SP Men's Quick Action Helps Save Passenger

Shortly after the *Golden State* departed from Phoenix on a recent run, Conductor Fred Arnold noticed that one of his passengers, a young woman traveling with her small child, was ill.

He quickly contacted John Mayo, telegraph operator at Mesa, and asked him to have a doctor waiting when the train arrived at Mesa. Mayo called a local doctor who rushed to the station. As soon as the train arrived the young woman was taken to the hospital.

The doctor reported that the woman was hemorrhaging badly and might have bled to death had it not been for the quick action of the Southern Pacific men.



SUE LeMASTER, daughter of San Joaquin Division Engineer Everett S. LeMaster, and a student at Bakersfield College, representing Southern Pacific's Employes Credit Union in Bakersfield (with a membership of 1,200) was selected over several other contestants as "Miss Kern Credit Union."



J. B. HAGGERTY

J. B. Haggerty Dies At Belmont Luncheon

JOSEPH B. HAGGERTY, general passenger agent, San Francisco District, succumbed to a heart attack November 2 while attending a luncheon meeting of the Belmont Chamber of Commerce. He was 59.

He had been with SP more than 38 years, beginning his career as a stenographer at New Orleans in 1922. Before transferring to San Francisco in 1942 he worked in Atlanta and New York City.

He was made traveling passenger agent in 1945, rose to be secretary to vice president-system passenger traffic in 1947, and district passenger agent by 1952. He had been general passenger agent since June 1, 1957.

Three New JA Companies

High School Students Offer Varied Products



Charlie Homan, adviser to JABS, tries out his shaver using one of the boosters manufactured by the Junior Achievement company. Other SP advisers for the student firm are (l to r) Bill Amlong, Rex Hiatt and Tom Stark.

EVERYTHING from plastic baby bibs to power boosters for electric razors.

That's what the 12 Junior Achievement companies sponsored by Southern Pacific will be manufacturing this year.

The pint-sized companies, each comprising about 20 high school students, organize in October, sell stock to raise capital, manufacture and sell a product of their own choosing, and disband in May at the end of the school year.

Profits, if any, are paid out in the form of dividends to stockholders, but the true success of the Junior Achievement program is measured in terms of how much the young people learn about the operation of our business system.

Under the guidance of 48 volunteer Southern Pacific advisers about 250 teenage businessmen and women are participating in the program at Portland, Reno*, Sacramento*, Oakland, San Francisco, San Carlos* and Houston. (Asterisks mark the places where the program is beginning this year for the first time.) Pacific Motor Trucking Company supplies the advisers for one of the five student firms sponsored by our company at San Francisco.

Unique among JA products is the power booster for electric razors now being manufactured by JABS Company, sponsored by SP. According to the San Francisco JA organization, it is the first electronic product ever to be manufactured by a JA company there.

The booster, which makes A/C-D/C razors run about one-third faster, is composed of a silicon diode and other electronic parts, which must be assembled, wired, soldered and fitted into a compact plastic container. The design of the boosters has been approved as electrically sound by experts and each booster will be carefully tested before it is sold.

Other products of the SP Junior Achievement companies include letter holders, wooden salt and pepper shakers, Christmas candles and ornaments, bottled spices and patio lanterns made from obsolete kerosene switch lamps.

Burke Pease and Barbara Ewing of the "Wick 'n Wax" Junior Achievement Company are shown selling stocks to B. R. Johnson, president and general manager of Pacific Motor Trucking Company, sponsor of the JA Company.



New Trend on Way? Groom Gets Shower

Shocked, surprised and absolutely delighted the other night was smiling Jack Shea, secretary to assistant general superintendent of the Mechanical Department, San Francisco. He was the guest of honor at a "Grooms Shower" given by 74 of his friends who gathered at the Seven Hills Restaurant to wish him well on his upcoming marriage to Olive Terry. She is lead calculator operator in the Bureau of Transportation Research.

Jack was showered by many gifts, most of them designed to help ease his approaching housework chores. The lei he wore at the affair was quite *chic*, consisting of dried garlic cloves, red chili peppers, colored ribbons and a bottle of perfume. Gazing happily at all his presents, Jack grinned, "Who says this isn't a man's world?"

The *Sports* Page



Winners of the Tri-City golf tournament at Tucson proudly display their awards. George Howell, standing second from left, holds team trophy which was won by Tucson for the second straight year.

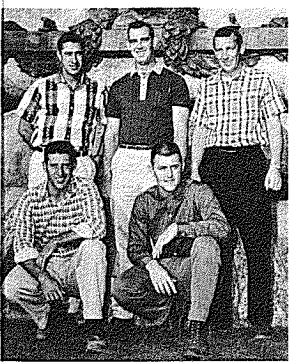
Nearly a hundred golfers (hotshots & duffers) participated in the annual Tri-City golf tournament held at Tucson on a recent weekend. George Howell and Lowrey Pennell of Tucson made all local arrangements; the organizer in Los Angeles was Ralph Simmons; and Ray Darling was in charge of the El Paso contingent.

The Bakersfield SP Golf Club had its annual Club Championship playoffs on October 29. Low gross, first flight honors went to Telegrapher Nash Caballero, club champion, with a 77. His name will be engraved on the Ferguson Perpetual Trophy which stands in the Superintendent's office in memory of the late W. H. Ferguson, former San Joaquin Division superintendent, and a booster of employe activities.

The newly organized golf club of the Portland Division met at the Oakway Golf Course in Eugene recently. In match play the Eugene and Portland teams tied with 24 points each. Prize for the longest drive went to Ken Boehmer; a golfer's crying towel went to Joe Foster for the saddest story of the day.



A NEW BOWLING LEAGUE has been formed for Southern Pacific players in Phoenix. Officers of the league include (l-r) Gene Hardyman of the Traffic Department, vice president; Bill Goodman, Maintenance of Way garage, president; Sam Prosser, Engineering Department, secretary.



PROFESSIONAL BASEBALLERS working for our Engineering Department in Sacramento during the Winter season include (kneeling, l-r) Tom Agosta, Jr., second baseman, Tri-City, who was picked as all star in National Class B, C and D competition; Terry Fox, a pitcher with the Milwaukee Braves; (standing) Harry Bright, infielder, Pittsburgh Pirates; Carl Greene, pitcher, Milwaukee Braves; and Dick Phillips, an infielder with the Tacoma Club in the Coast League.

Recent Retirees



ANTHONY P. GRIEMERT, locomotive engineer, Sacramento Division, retired after more than 45 years with SP. He is standing beside a picture panel of former Sacramento Division superintendents, under many of whom he served.



LOUISE FINK, title clerk of the Land Department, San Francisco, has retired after 30 years with Southern Pacific. She served as president of the San Francisco chapter of the National Association of Railway Business Women this year.



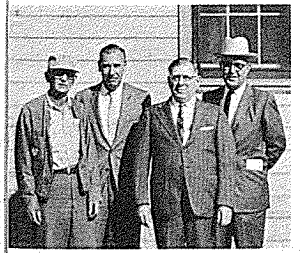
GILBERT R. HESS, machinist, has retired after 46 years of accident-free service. Gilbert is a past president of the Ogden Southern Pacific Club and has been active in its affairs since it was organized.



EDNA GANDY, voucher certifier in the office of the Auditor of Disbursements, San Francisco, retired October 31 after more than 40 years with the company.

L. H. (BILL) ROBERTS, Western Division signal inspector, retired after 50 years of service and was honored at a recent banquet where more than a hundred of his friends sent him happily on his way.





OLD FRIENDS RETIRE. Closing their railroading careers recently were Sparks Engineers J. H. Smith, left, who had more than 38 years with SP; and C. E. Maynard, third from left, who had more than 40 years. Others in the picture are H. H. Hughes, second from left, road foreman of engines; and C. E. Alward, trainmaster, Salt Lake Division.



GEORGE FIELDS, yardmaster at Taylor Yard in Los Angeles since 1921, has retired after 42 years of railroad service. The Fields name will be carried on with SP, however. One of his sons, Richard, is an SP city freight agent in Los Angeles.

HALF CENTURY of SP service ended with the retirement of Ben Horton, train dispatcher on the Western Division. Pictured with him is his wife.



WILLIAM J. LANDE, chief clerk, Miscellaneous Bureau, Auditor of Disbursements office, San Francisco, has retired after 43 years' service.



MARGARET HARRINGTON, key punch operator, office of Auditor of Pay Roll Accounts, San Francisco, retired October 31 after 36 years with the company.



Paul Garin Wins Award At Brazilian Congress

Paul V. Garin, manager of research and development, has been awarded 250,000 Brazilian cruzeiros ($1,375) for a paper he submitted to the tenth Pan-American Railway Congress held in Brazil recently.

Garin's paper on "Radioactive Tracer Research" was presented before 400 delegates, the largest number ever to attend a gathering of inter-American railroad people.

BEST WISHES

Marriages

John Ulis, tabulation operator, Auditor of Pay Roll Accounts, General Office to Margo Rodrigues; **Jack Sheehan,** tabulation operator, also Auditor of Pay Roll Accounts, General Office to **Jeanne Colberg,** clerk-typist, Asst. General Auditor's Office, General Office; **Don Enright,** statistician, Treasury Department, General Office, to **Nancy Benham,** secretary, PMT, San Francisco; **Dorothy Lingle,** timekeeper, PMT, San Francisco to Milton Schafer.

Births

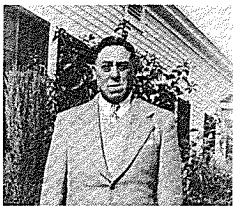
Daughter to **Don Vollmar,** chief clerk, Stockton.

Sons to **Barbara Krier,** steno., Operating Department, General Office; **Clarence Wise,** telegrapher, Portland; **Joaquin Brand, Jr.,** machinist, Bayshore Shops.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **Russell Bass,** switchman; **Robert Beale,** machinist; **Vernon Fraser,** engineer; **Hardy Hannibal,** telegrapher; **William Harder,** sheetmetal man; **Maria Herrera,** lamp tender; **Roy Lewis,** signal maintainer; **William Liggett,** switchman; **Charles Maddux,** engineer; **Victor Martinez,** laborer; **Margaret Mathy,** freight clerk; **John Milina, Jr.,** painter helper; **Charles Olsen,** switchman; **John Ross,** engineer; **Lewis Williams,** freight handler.



FRED SANCHEZ, carman at the Los Angeles General Shops, has retired after 40 years with Southern Pacific.

LOS ANGELES DIVISION: **Daniel Brennan,** towerman; **Charles Byers,** conductor; **Isaac Freeze,** machinist helper; **Elmer Hall,** clerk; **Archie Hammonds,** engineer; **Charles Herron,** clerk; **Harry Kaim,** conductor; **John Knowles,** laborer; **Harry Langston,** electrician; **Conrado Lorona,** carman helper; **Milton Lynn,** engineer; **Gabriel Munoz,** trucker; **Arthur O'Hara,** brakeman; **Sherman Smith,** switchman; **Lester Thomas,** engineer; **Frank Thurnherr,** electrician; **Arnold Winquist,** claims clerk.

PORTLAND DIVISION: **Harry Buchanan,** carman; **Anton Evers,** carman; **Robert Merritt,** clerk; **Walter Winkler,** conductor.

RIO GRANDE DIVISION: **Robert D. Ellis,** trainmaster's clerk; **Jose Gomez,** car inspector; **Andrew Jaramillo,** engine watchman; **Guadalupe Perez,** coach cleaner; **Aniceto Torres,** carman painter; **Ignacio Tovar,** carman helper; **Grover Vaughan,** B&B painter; **Miles Watt,** assistant signal supervisor.

SACRAMENTO DIVISION: **Louie Alex,** machinist; **Gus Fugitt,** engineer;

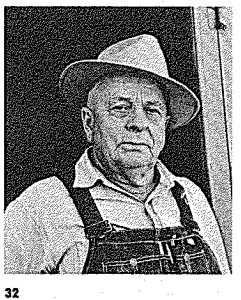
Socorro Gonzalez, laborer; **Homer Greene,** machinist; **Anthony Griemert,** engineer; **John Hauke,** section laborer; **Algot Johnson,** B&B carpenter; **Wilferd Leggett,** yardmaster; **John Trotter, Sr.,** telegrapher; **Robert Voss,** clerk; **Flora Wilcox,** clerk; **Harry Wortman, Jr.,** clerk.

SALT LAKE DIVISION: **Joseph Allen,** loader; **Louis Benson,** engineer; **Frank Chase,** engineer; **George Demorest,** CTC foreman; **John Devere,** switchman; **Gust Danos,** car inspector; **Calvin Sloan,** chief clerk; **Lester Swanner,** electrician; **Johnty Young,** clerk.

SAN JOAQUIN DIVISION: **David Bershee,** brakeman; **Francis Conte,** conductor; **Richard Cowan,** conductor; **Auzie Hicks,** signal maintainer; **Harold Parmelee,** conductor; **Cecil Penick,** water service mechanic; **Allen Politte,** engineer; **John Zachery,** machinist.

SHASTA DIVISION: **Ivan O'Donoughue,** telegrapher-clerk; **Emory Stockdale,** switchman; **Aaron Thomas,** brakeman; **George Wendell,** engineer.

THOMAS H. HILL, switchman at Tracy, California, has retired after nearly 50 years of railroading. During his entire career Switchman Hill was never injured.



TUCSON DIVISION: **Maxwell Brown,** conductor; **Clarence Fenton,** machinist; **James Flaherty,** machinist; **Genaro Garcia,** sheetmetal worker; **Estill Ison,** car inspector; **George Morton,** carman; **Lawrence Pershing,** clerk; **Ysidro Solis, Sr.,** supplyman; **Morris Stollar,** division electrician.

WESTERN DIVISION: **Homer Artz,** engine watchman; **Antonio Brandzi,** track laborer; **Antone Caldera,** clerk; **Chester Delosier,** carman; **Phil Gartner,** yardmaster; **Will Lewis,** laborer; **Lewey Noblitt,** engineer; **Lawrence Orr,** engineer; **Samuel Perez,** laborer; **Walton Phillips,** car inspector; **Irving Rasmussen,** clerk; **Lawrence Roberts,** signal inspector; **Leon Solorio,** track laborer; **Frank Staggs,** engineer; **Martha Stewart,** steno-clerk; **Arthur Vaughan,** brakeman; **Louie Vinson,** machinist helper; **Frenchy E. E. Williams,** chair car porter.

NORTHWESTERN PACIFIC: **Joe Matson,** carpenter; **Soren Sorensen,** car inspector; **Frank Stokes,** brakeman.

PACIFIC ELECTRIC: **C. Brooks Allen,** yardmaster; **Castulo Aguilar,** track laborer; **Herbert Edwards,** brakeman; **Hiluard Ellis,** motorman; **Thomas Hargadon,** agent; **Ynocencio Martinez,** laborer; **John Stone,** clerk; **Edith Pierce,** towerman; **Henry West,** janitor.

OTHER DEPARTMENTS: **Ray Pelton,** conductor; **Roy A. Shaw,** brakeman, both of Petaluma and Santa Rosa Railroad; **Berton Cornell,** telegrapher-clerk; **Clarence Wells,** cashier, both of San Diego & Arizona Eastern; **Pragadis Gomez,** track laborer, Visalia Electric; **Manuel Brown,** sheetmetal worker, Sacramento General Shops; **Henry Todd,** machinist, Los Angeles General Shops; **Jesse Angelus,** sheetmetal worker, Engineering–System; **Jack Grannatt,** steward, Dining Car Department, Los Angeles; **Alice M. Booth,** requisition clerk, West Oakland Stores; **Francisco Garcia,** laborer; **Frank Marrio,** chore boy operator; both of Los Angeles General Stores; **Guile Barber,** baggage & mail handler;



HONOUR HANSELL, chief clerk of Calculating Bureau in the Freight Accounts Office, San Francisco, retired November 30 after more than 34 years with SP.

James Carothers, redcap porter; **Clarence Hatch,** car inspector, all of Los Angeles Union Passenger Terminal; **Louis Briggs,** clerk, Auditor Freight Accounts; **Marjorie Payne,** calculating operator, Auditor Miscellaneous Accounts; **Mildred Upmeyer,** clerk, Auditor Freight Accounts, all of General Office, San Francisco; **C. A. Bevis,** general agent, Memphis; **Leone Easterly,** steno-clerk, Chicago; **Thomas White,** chief clerk, Purchasing & Stores Department, El Paso.

OUR SYMPATHY

Deaths in SP Family

COAST DIVISION: **Cecil Johnson,** freight carman; **Arthur Reese,** engineer. Pensioners: **John Burson,** machinist; **Blaine Cashatt,** switchman; **Wallace Eckford,** station agent; **Francesco Parasso,** painter helper; **Nicholas Popovich,** trucker.

LOS ANGELES DIVISION: Pensioners: **Willy Baltz,** passenger carman; **James Gardin,** switchman; **John Cornwall,** conductor; **John Fowler,** conductor; **Eugene Pink,** engineer; **Clifford Sadler,** trackwalker; **William Sherrard,** switchman; **Lehi Thomas,** station master; **Raymond Finn, Sr.,** engineer.

LOS ANGELES SHOPS: **Juan Del Rio,** laborer; **Patrick McGovern,** machinist; **Santiago Reynozo,** laborer; **John Treustedt,** sheetmetal worker. Pensioners: **Robert Criger,** freight carman; **Serapio Marquez,** stationary engineer.

PORTLAND DIVISION: **John Williamson,** fireman. Pensioners: **Jacques Barry,** clerk; **James Bragg,** car inspector; **Warren Burt,** engineer; **Gate Haselton,** assistant division engineer; **Nute Long,** machinist; **John Ross,** agent.

RIO GRANDE DIVISION: Pensioners: **John Brady,** clerk; **Lester Brown,** section foreman; **Jesse Fulkerson,** stationary fireman; **Clarence Shay,** engineer.

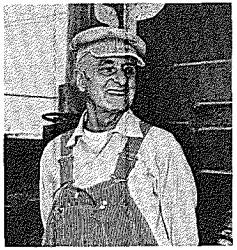
SHASTA DIVISION: Pensioner: **Shilo Smith,** engineer.

SACRAMENTO DIVISION: **Vincent Borgone,** check clerk. Pensioner: **Hjalmar Alexson,** switchman.

SACRAMENTO SHOPS: **Horace Johnson,** pipefitter. Pensioners: **William Campbell,** blacksmith; **Stuart Dennis,** machinist; **Harrison Eastus,** molder helper; **Lido Moschini,** machinist; **Theodore Sickels,** molder; **Herbert Tucker,** lead locomotive carpenter.

SALT LAKE DIVISION: Pensioners: **Henry Astill,** engineer; **Harden Campbell,** conductor; **Joseph Critchlow, Sr.,** conductor; **John Evans,** machinist foreman; **Christ Kavakis,** machinist helper; **Winfield Larrison,** conductor; **Nick Maglaras,** section laborer; **Nicholas Pearce,** delivery clerk; **George Striffler,** water service mechanic; **Percy Williams,** machinist.

SAN JOAQUIN DIVISION: **Lisle Bower,** agent; **Ralph Maier,** conductor; **Hugh Thursby,** engineer. Pensioners: **Floyd Brown,** yardmaster; **Allen Bunch,** baggage clerk; **Vernard Calhoun,** machinist; **Hibbert Hallamore,** conductor; **Richard Hovey,** boilermaker.



ALFRED ROVERE, engineer, Western Division, has retired from Southern Pacific after a railroading career of 46 years.

SHASTA DIVISION: Pensioners: **Perry Cooper,** conductor; **Herbert Kerr,** agent.

TUCSON DIVISION: Pensioners: **Jesus Pesqueira,** car inspector; **John Shawver,** roundhouse foreman.

WESTERN DIVISION: **Frank Arrington,** engineer; **Joseph Byrne,** engineer; **Leonard Jenkins,** machinist foreman; **Charles Pritchett,** clerk. Pensioners: **Antonio Argiropulos,** carman helper; **Robert Dean,** machinist helper; **George Garoutte,** assistant car distributor; **Albert Gerard,** engineer; **Henry Graham,** switchman; **Frank Leko,** car inspector; **Joseph McCarty,** conductor; **Carl Passeck,** foreman, passenger car repairs; **John Podesto,** engineer; **Roy Smith,** engineer; **Antone Souza,** deckhand; **Stanley Stokes,** switchman.

PACIFIC ELECTRIC: **Raymond Lewis,** conductor. Pensioners: **Thomas Andrew,** cashier; **William Boardman,** time & material clerk; **George Goff,** blacksmith; **Benjamin Gallegos,** freight car repairer; **Andrew Dinsmore,** locomotive crane operator; **Arthur Goins,** painter; **Fred Rausch,** motorman; **William Teakle,** fireman; **Fred Tingleaf,** car repairer.

NORTHWESTERN PACIFIC: **William Shirk,** B&B carpenter. Pensioner: **Edward Metcalf,** fireman, Northern District.

OTHER DEPARTMENTS: **Melvin Hill,** tax accountant, Office of General Auditor, General Office. Pensioners: **Harry Strohlein,** supervisor of office equipment & methods, General Auditor's Office, General Office; **Elsie Condon,** clerk, Auditor Equipment Service, General Office; **Robert Donaldson,** clerk, Passenger Traffic, General Office; **Leland Ayer,** general air brake inspector, Mechanical Department, General Office; **A. F. Green,** engineer, Signal Department, General Office; **Frederick Cissna,** cashier-accountant, Traffic Department, Los Angeles; **Fred Robinson,** waiter, Dining Car Department, Los Angeles; **August Schmidt,** machinist, El Paso General Shops; **Walter Lenz,** stockman's assistant, West Oakland Stores; **Henry Sprainge,** dining car cook, Dining Car Department, West Oakland; **Lulu Dillard,** registered nurse, Hospital Department, El Paso; **Asa Corson,** dispatcher, Inter-California Railway Co.

BERNARD MARSLAND, (right) electrician helper, San Francisco, retired from SP after nearly 35 years. Practically all of Bert's service has been around the passenger station at Third and Townsend and his face is known to thousands of commuters. Shown with him is Coast Division Master Mechanic F. R. Olds.





Share your Christmas Joy

Give to

The Salvation Army

THE SOUTHERN PACIFIC Bulletin

Published monthly at 65 Market Street, San Francisco, by Passenger Traffic-Public Relations Department for men and women of Southern Pacific Company.

Vol. 44 BILL ROBERTSON, *Editor* **No. 12**

KEN NIEHANS, *Assistant Editor* RAY KIRKLAND, Houston

Editorial Representatives:

Freight Traffic, Ray A. Burns, SF
Accounting, A. L. West, SF
Communications, C. Griggs, SF
Engineering, J. F. O'Connor, SF
Mechanical, Mel Harvey, SF
LA Shops, Victor Schiro
Sacto. Shops, Jack G. Palmero
Safety, P. H. Oakeshott, SF
Purch. & Stores, J. I. Valdez, Jr., SF
NWP, D. C. Kilborn, San Rafael
Pac. Elec., Nancy Reid, LA
PFE, Hays M. Ferguson, SF
PMT, Ray Bradshaw, SF
General Hospital, Gertrude Atkins

(Divisions)
Coast, Clyde Evans, San Francisco
Los Angeles, J. Ann Macon, Los Angeles
Portland, Howard E. Bailey, Portland
Rio Grande, Jessye Allen, El Paso
Sacramento, John A. Collins, Sacramento
Salt Lake, Hugh F. O'Neil, Ogden
San Joaquin, R. S. Crandall, Bakersfield
Shasta, Grace Pickthorn, Dunsmuir
Tucson, Jackie Stewart, Tucson
Western, Florence McClure, Oakland Pier

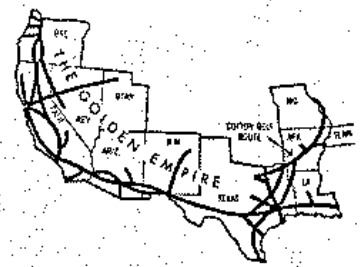


CHRISTMAS TRIPPING

Prelude to Christmas homecomings all over the West is a happy holiday journey on Southern Pacific. Cheeriness and comforts of train travel, delicious meals and refreshments, attentive service . . . and miles of spectacular scenery wearing a winter wardrobe or basking in Southwestern sunshine. Our Shasta Route (above), Overland and Golden State Routes to Chicago, California Daylight Routes, and Sunset Route to New Orleans —all offer wonderful ways home for Christmas!

CHRISTMAS SHIPPING

Each winter, S.P. makes Christmas-time merrier by carrying down thousands of Christmas trees from green-clad uplands of the Sierra and Cascade mountains. Just before the holidays, fast S.P. freight schedules bring these trees to cities throughout the West. When you make a selection at the Christmas-tree lot soon, chances are your tree traveled via one of Santa's most industrious helpers—Southern Pacific.





Southern Pacific

serving the West and Southwest with
TRAINS • TRUCKS • PIGGYBACK • PIPELINES